



Official Publication of The Minnesota Transportation Museum, Inc.

MINNEGAZETTE

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ABOUT THE COVER: Wielding pry-bars and rail tongs, MTM crew members toil in unison to move stored rail-lengths to the end-of-track at Wm. Barry Road. Considering our region's unseasonable Spring weather this year, restoration work on the C-H got off to an early start. More on this later!

MTM GENERAL MEMBERSHIP MEETING SLATED

The summer general membership meeting has been scheduled for 8 p.m. on July 17th, 1973 at the Northwestern National Life Insurance Bldg. auditorium (Washington Ave. at the lower Nicollet Mall) in Mpls. An informative program of transportation interest has been planned. Members and their guests are cordially invited to attend.

COMO-HARRIET OPENING A BOOMING SUCCESS!!!

The official 1973 re-opening of the Como-Harriet Streetcar Line on Saturday-Sunday-Monday, May 26, 27, & 28th must be counted as a resounding MTM success in its continuing bid to restore the old line and provide Minnesotans of all ages with a historically faithful recreation of a golden bit of Minnesota's transportation past. Over 3500 eager fans lined up to ride "old 1300" back into history along the shores of Lake Harriet over the 3-day Memorial Day weekend. Our faithful journalistic friends were all on hand to welcome #1300 for the season - TV channels 4, 5, and 11, the Minneapolis Star, the Tribune, the St. Paul Pioneer Press and Dispatch (member conductor-motorman Bob Schumacher and John Diers even received nice write-ups in the Press). Our one-mile line was in full operation and many riders this year commented on the pleasantness of the extended, more authentic run - especially through the wooded, nostalgic Lake Harriet "Glen." With the return to full-overhead, electric trolley operation later this summer, the quality of our restoration should even be further enhanced in the public eye. (See pix of the opening activity elsewhere in this issue.) Minnegazette salutes Frank Sandberg and his operating crews who worked so hard during the opening to make it all possible this year.

FUNDS AND FUNDING

Enclosed with your July-Aug. issue of the Gazette, you will once more find Harriet fund appeals flyers and 'Ride-the-Trolley' bulletins. Again we ask that you distribute these - where in your judgement - they will do the most good in drawing support and funds to our historic restoration effort. The Como-Harriet line is on a strictly pay-as-we-go basis. Even while often within sight of our various goals, funds to sustain and continue the restoration are constantly required. Support your local Streetcar Line! Ask others to help us grow!

PROGRESS REPORT AT HARRIET

The work on the Como-Harriet Line is proceeding at fever pitch under the aegis of Operations head Scott Heiderich and his crews. Since our last issue much planning and physical effort has resulted in; the installation of the new Linden Hills switch and double-tracking of the line from that point to the car-house; fabrication and erection of the new concrete slab all-steel work/storage barn adjacent to the carhouse; extension of the woven wire security fence and double-gate in the car-house area; rework of several rough track sections on the north line and extension to the Wm. Barry Bridge. In the very near future span wires and overhead installation will be underway. Plans for NSP electrical equipment installation are now being finalized. Our target for electric trolley operation is now July 28th - all factors permitting. In the next issues, we hope to bring you the story of #1300 back on her trolley - after almost 20 years. Our progress this season has been rapid and fruitful. It has all been possible only through the dedication to duty of our volunteer crew members who honored the commitment and worked to build the dream spike by spike.

CHARTERS AND MORE CHARTERS

The mushrooming popularity of the Lake Harriet Trolley has resulted in a vast increase in special runs of the car this year. Minneapolis Public Schools chartered old #1300 on June 26, 27, 28, 29 and July 2, 3, 5 & 6th for a series of student education tours. The Greater Minneapolis Chamber of Commerce is scheduled for a charter on June 28th and the Fort Wayne, Indiana Historical Society is scheduled on June 17th. It seems our fame is spreading!

MTM welcomes this type of special operation because it not only produces badly needed revenue but also allows the Museum to fulfill part of its educational commitment. In the case of the student charters, it is interesting to note that with few exceptions these young people have never seen or ridden an electric streetcar - having been born since the demise of the great Minnesota systems. Time passes frightfully fast, doesn't it. In addition, the added demand upon our one operational electric car is ample evidence of our very real need for a second car on the Como-Harriet.

MTM SYMBOL ROOTED DEEP IN MINNESOTA HISTORY

Several recently joined members of MTM have expressed interest in the origins of the Museum's unique intertwined MTM symbol. Far from a purely fanciful modern day artist's contrivance, the official MTM sign was actually derived from a long-departed pioneer Minnesota concern indirectly related to the State's transport industry. Adopted approximately three years ago, the logo is something old and something new; an adaption of the early 1900's trademark of the now defunct "Minneapolis Threshing Machine Company" one time builder of world famous threshing machines and Steam Traction Engines. The "MTM Co." was succeeded by the Minneapolis-Moline Manufacturing organization in the 1930's. Through only slight modification to this venerable Minnesota symbol, The Museum was able to acquire a striking, historically appropriate herald to represent it. Shown below are examples of the original "MTM Co." logo (left) and the minor modifications made to adapt it specifically to the Minnesota Transportation Museum in the early 1970's. (right)



#265 is Coming!!!

With the spotlight of MTM activity drawn to the May Harriet opening and the all consuming quest for full electrification, news of our latest historic vehicle acquisition TCRT/DSR car #265 has been understandably temporarily sidetracked. As we draw closer to the fall season, our efforts will be directed toward this car - its movement to St. Paul Como Shops and the beginning of the major preservation work. Even at this moment, a detailed restoration plan is being prepared and later issues of the publication will carry full particulars. Yes, #265 is coming.

WOODCRAFT DOES IT, AGAIN!

On Saturday, June 16th at 12:30 p.m., Woodcraft Hobby Store on Lake Street & Bryant Ave. So. in Minneapolis presented another informative TV program on MTM and the Como-Harriet over WCCO-Channel 4. Unsung hero of the Museum, Woodcraft owner Claude Newman has generously donated two other very similar segments of his regular 12:30 Saturday Hobby Show to MTM in the recent past. Colorful and well-done, the programs have helped to bring an interest and awareness of our work to the general public. Thanks again, Claude!

"TROLLEY TOWN" MERCHANTS GIVE COMO-HARRIET BOOST

In the fine neighborhood area adjacent to the Como-Harriet line along 44th Street right-of-way, are a unique group of shops whose proprietors have christened themselves the "Trolley Town Merchants" -- an obvious reference to their proximity to the now reopened Como-Harriet. MTM, of course, is extremely flattered by this association. Even more tangibly flattering, however, was the unique method by which the "Trolley Town" people helped us further our restoration project. On Saturday, May 26th, the merchants advertised that 5% of their receipts would be donated to the Como-Harriet Streetcar Line - to be used for continued restoration efforts. That's real faith in our future!

....AND MORE FAITH ...THE LINDEN HILLS ASSOCIATION BACKS TROLLEY EFFORT!

The Linden Hills Businessmen's Association recently published an extensive 5000 door-to-door coupon circular in the Southwest Mpls. area offering free Como-Harriet Streetcar rides to patrons through July 1st. The Association then redeemed the coupons from MTM with the proceeds going toward future C-H work. Our hats are off to these merchants' groups for their welcome and needed support!



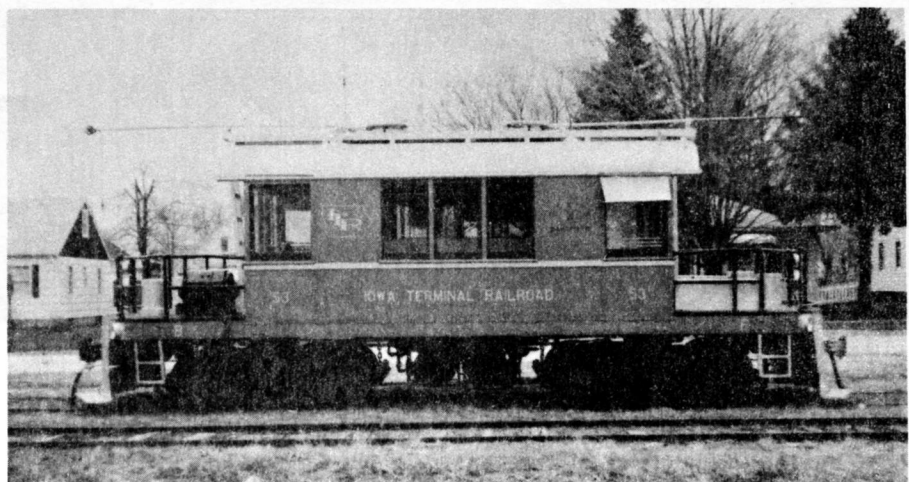
LEFT: View of newly-laid Linden siding rails and #1300.

LOWER LEFT: #1300 threads the new Linden switch.

BELOW: Opening on the Harriet Line; crowds board #1300 for a ride into history.

BOTTOM: Miscellany Dept; Pix of ex-Texas Electric loco 53 taken during a recent visit of MTM's to the celebrated Iowa Terminal R.R. at Mason City.

(two pix courtesy of Loren Martin)





LIGHT AT THE END OF THE TUNNEL: Members position rails and ties at Wm. Barry Bridge



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